

EXECUTIVE SUMMARY

INTRODUCTION

The City of Blythe (City) has prepared this Draft Recirculated Revised Environmental Impact Report (EIR) to provide responsible agencies, interested agencies and the public with information about the potential environmental effects associated with the proposed Eastern Gateway Retail Center (Proposed Project), located in the City of Blythe, California. The proposed Eastern Gateway Retail Center constitutes a “project” under the California Environmental Quality Act (CEQA) because it requires discretionary approval by the City of Blythe. The City of Blythe is the Lead Agency under CEQA.

This Draft Recirculated Revised EIR was prepared in compliance with the CEQA of 1970 (Public Resources Code §§ 21000 *et seq.*), and the CEQA Guidelines (California Code of Regulations (CCR), Title 14, §§15000 *et seq.*). As described in CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses potential environmental impacts of a proposed project and identifies mitigation measures and alternatives to the project that could reduce or avoid adverse environmental impacts. CEQA requires that State and local government agencies consider the environmental consequences of projects over which they have discretionary authority. It is not the purpose of the EIR to recommend approval or denial of a project. Rather, an EIR serves to provide full disclosure of potential environmental impacts of a proposed project for review and consideration by the Lead Agency.

HISTORY OF THE EIR PROCESS

A Draft EIR was prepared and circulated on June 3, 2005. During the review period for the Draft EIR, the City of Blythe determined that significant new information existed that required a recirculation of the Draft EIR, pursuant to CEQA Guidelines Section 15088.5. The City of Blythe has determined that the entire EIR will be recirculated and will require reviewers to submit new comments. Although the previous comments to the Draft EIR are part of the administrative record, these previous comments do not require a written response in the Final EIR and new comments must be submitted for this Recirculated Revised EIR.

The Recirculated Revised EIR was prepared in compliance with CEQA ([*Public Resources Code*] §§ 21000 [*et. seq.*]) and the CEQA Guidelines (California Code of Regulations Title 14 §§ 15000 [*et. seq.*]). Included as Attachment A-1, Summary of Revisions, is a summary of the revisions made to the previously circulated Draft EIR.

The reason this EIR has been recirculated is because additional information has been included that was not available when the initial Draft EIR was circulated for public review in 2005. Pursuant to Section 15088.5 of the State CEQA Guidelines, an EIR can be recirculated when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 of the State CEQA Guidelines, but before certification by the decision-making body. **Table ES-1** below provides a brief outline of the EIR process.

Table ES-1
History of the EIR Process, Eastern Gateway Retail Center

Action	Date
Notice of Preparation (NOP)	August 20-September 20, 2004
Public Scoping Meeting on NOP	September 15, 2004
Draft EIR Circulated	June 3, 2005-July 20, 2005
Public Workshop on Draft EIR	June 29, 2005
Draft EIR Review Period Extended	July 20-2005-August 19, 2005
Revised EIR Recirculated	September 15, 2006-October 30, 2006

OVERVIEW OF THE PROPOSED PROJECT

The Proposed Project consists of the development of a 27-acre site located at the southwest corner of the intersection of Hobsonway and Intake Boulevard in the City of Blythe. The site would be divided into a total of eleven parcels as part of the Proposed Project. The largest parcel (“the Wal-Mart parcel”) would be 19.26 acres and include an approximately 175,000 square-foot Wal-Mart Supercenter. The maximum allowable height of the building would be 34 feet. Lot 4 and the northeastern corner of the project site is approximately 0.71 acres in size, and is proposed to be developed as a freestanding gas station with 12-pumps and an attendant booth. The remaining parcels would be available for use as various retail-commercial purposes. No specific end uses or tenants have been identified at this time. When the specific tenants propose uses for that may require additional approvals, additional environmental review under CEQA may be required.

The 27-acre project site is currently disturbed and vacant. A closed gas station is located immediately adjacent to the project site at the southwest corner of Hobsonway and Intake Boulevard (US 95) and is not a part of the project. Other surrounding land uses include residential uses to the west of the site, Interstate 10 (“I-10”) is contiguous to and south of the site, a gas station and truck repair facility are located to the east of the site and additional commercial uses are located across Hobsonway to the north of the site.

The Proposed Project includes the construction of a Wal-Mart Supercenter with all appurtenant structures on the Wal-Mart parcel. The Wal-Mart Supercenter would be approximately 175,000 square feet in size, with all appurtenant structures and facilities, and would offer groceries and general retail merchandise, including, without limitation, alcohol for outside consumption, pool chemicals, petroleum products, pesticides, paint products, firearms, and ammunition. The Supercenter would include a garden center, a pharmacy with two drive-through lanes, a vision and hearing care center, food service, a photo studio and photo finishing center, a banking center, and an arcade. The Supercenter building would include, without limitation, truck doors and loading facilities. The Supercenter would also include a tire and lube facility, which would engage in routine servicing and preventative maintenance of vehicles. The Supercenter would have outdoor seasonal sales and storage. The Wal-Mart Supercenter would be open 24-hours per day. The tire and lube facility would not operate 24-hours per day. More detailed information

about the project is provided in Section 2.0 of this Recirculated Revised EIR, entitled Project Description.

The primary objectives for the Proposed Project are to:

- Broaden the City's tax base by providing regional shopping opportunities in the City of Blythe.
- Stop leakage of sales activities to other communities outside the Palo Verde Valley.
- Enhance the tourist/traveler commercial potential of Interstate-10 corridor by providing commercial uses in the City of Blythe.
- Enhance the Hobsonway business district within the Riverside County Redevelopment Area.
- Provide a catalyst development that will economically upgrade the historically depressed East Blythe area.

In order to implement the Proposed Project, the following approvals are required from the City of Blythe:

- Tentative Tract Map
- Site Plan approval

Responsible agencies that are expected to use this EIR as one basis of their decision-making or approval process and the respective permits they are anticipated to issue are listed below.

- Regional Water Quality Control Board –Storm Water Pollution Prevention Plan and Clean Water Act Section 401 certification
- Riverside County Department of Environmental Health – gas station facility permits
- California Department of Transportation, District 8 – encroachment permit for State Highway right-of-way
- Mojave Desert Air Quality Management District – air quality permits for construction and operation of the gas station
- California Department of Toxic Substance Control – approval of remediation action work plan and issuance of No Further Action letter

ISSUES OF CONCERN / AREAS OF CONTROVERSY

In accordance with Sections 15082(a), 15103, and 15375 of the State CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the Proposed Project on August 20, 2004. In the NOP, the City was identified as the Lead Agency for the Proposed Project. The NOP was circulated to the public, local, regional, State, and Federal agencies; and to other interested

parties to solicit comments on the Proposed Project. The NOP, the Initial Study, the NOP distribution list, and the NOP comment letters are provided in **Appendix A** of this EIR.

A total of six letters were received during the 30-day NOP public review process from public agencies and private citizens. Comment letters were received from the following:

- The Gas Company;
- California Department of Fish and Game;
- Native American Heritage Commission;
- Paul Christ (private citizen);
- Garth Underwood (private citizen); and,
- Louise Alford (private citizen).

Public notification of the availability of the NOP and the scoping meeting included an announcement in the *Palo Verde Times* (see **Appendix A**). This notice was used to inform the general public and other interested parties of the date, time and location of the scoping meeting. The NOP provided for a 30-day public comment period as mandated by the State CEQA Guidelines (Article 7, Section 15082). In addition, the NOP was sent to the Riverside County Clerk's Office to be posted for 30 days as required by CEQA (Public Resources Code Section 21092.3). A copy of the NOP Cover Letter, stamped by the State Clearinghouse is included in **Appendix A**.

The formal CEQA scoping process provided an opportunity for governmental agencies and the public to provide comments on the issues and scope of the EIR. The public comment period ended on September 20, 2004. Written comments received during the scoping process are part of the project record and were reviewed and considered by the City in scoping this EIR.

The NOP was sent to approximately 26 persons and/or organizations – primarily local, city and state government, and planning and civic entities (see **Appendix A** for complete mailing list and NOP). In addition, 15 copies of the NOP were delivered to the State Clearinghouse for distribution to state responsible and trustee agencies. A list of agencies the State Clearinghouse sent copies of the NOP is also included in **Appendix A**.

The City held a scoping meeting from 6:30-8:30 p.m. on September 15, 2004 at City Hall to provide the public and governmental agencies information on the Proposed Project, and the CEQA process, an opportunity to identify environmental issues and alternatives for consideration in this EIR.

Approximately 90 persons attended the scoping meeting. Key issues raised at the scoping meeting included the description of the project, socioeconomics, traffic, cultural resources, biological resources, alternatives, and hydrology. Each of these issues is addressed in the Draft EIR.

ALTERNATIVES

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the project that could feasibly attain the objectives of the project and evaluate the comparative merits of the alternatives (State CEQA Guidelines, Section 15126.6[d]). Additionally, Section 15126.6(d) of the State CEQA Guidelines requires consideration of alternatives that could reduce impacts to a less than significant level or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives generally considered includes those that offer substantial environmental advantages over a proposed project, if any that may be feasibly accomplished considering economic, environmental, social, technological, and legal factors.

Three alternatives to the Proposed Project were evaluated in the alternatives screening process. The alternatives were identified based on 1) input from the City; 2) meeting the basic project objectives; and, (3) reduction or elimination of potentially significant environmental effects.

The alternatives to the Proposed Project that were evaluated include:

- No Project Alternative (i.e., no development on the 27-acre site; site remains in existing vacant and disturbed condition. However, it is assumed that the site would ultimately be developed.)
- Wal-Mart Supercenter Only Alternative
- Reduced Intensity Alternative

A detailed Project Alternatives analysis is contained in Section 5.0 of this EIR.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This EIR addresses the potential environmental impacts related to the implementation of the Proposed Project. The EIR also proposes mitigation measures to reduce potentially significant adverse impacts to a level that is less than significant. No significant impacts were identified for biological resources and land use. Potentially significant impacts were identified for aesthetics, air quality, cultural resources, geology and soils, hydrology, drainage and water quality, noise, public health and safety, hazardous materials, public services, socioeconomic impacts, and traffic.

Mitigation measures are required to be implemented to reduce these potentially significant impacts. **Table ES-2** at the end of this section lists the mitigation measures that are included in this EIR.

With implementation of the mitigation measures outlined in **Table ES-2**, all potential environmental impacts would be reduced below significance thresholds with the exception of air quality impacts, which cannot be reduced below a level that would be considered significant.

PUBLIC REVIEW

Because new information about the Proposed Project has become available since the initial Draft EIR was circulated, this EIR has been re-circulated for public review beginning on September 15, 2006. This document is a Recirculated Revised EIR prepared pursuant to Section 15088.5 of the State CEQA Guidelines. The public review period ends on October 30, 2006.

Written comments received in response to the Recirculated Revised EIR will be addressed in the Final EIR and in Responses to Comments. The City's Planning Commission and City Council will review the documentation including the Final EIR, City staff recommendations, and public testimony to decide whether to certify the EIR and whether to approve the Proposed Project.

Copies of the Recirculated Revised EIR are available for review at the Palo Verde Valley District Library, the Blythe Area Chamber of Commerce and at the City of Blythe Planning Department at the address below. The City will receive written comments during this new 45-day public review period at the following address:

Ms. Jennifer Wellman
Director of Planning, City of Blythe
235 North Broadway
Blythe, California 92225
(760) 922-6130 (Telephone)
(760) 922- 6334 (Facsimile)

Table ES-2 below provides a summary of impacts, the required mitigation measures, and assesses impacts upon implementation of the mitigation measures.

**TABLE ES-2
IMPACTS AND MITIGATION MEASURES
EASTERN GATEWAY RETAIL CENTER
CITY OF BLYTHE, CALIFORNIA**

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics / Visual			
Implementation of the Proposed Project may impact surrounding areas by creating new sources of light and glare due to planned security, building exterior, signage and parking lot lights. Lighting in the parking areas may result in light being seen from the surrounding areas. The commercial uses to the north and east of the site are not sensitive receptors and are not anticipated to be adversely affected by new sources of light. The residential area to the west of the site may be affected by light spill. This would be considered a significant impact of the Proposed Project and will require mitigation.	Potentially Significant	1. Prior to issuance of building permits, the developer of the Proposed Project shall prepare and submit a Lighting Plan that meets the requirements of Section 17.28.030 of the Blythe Municipal Code.	Less than Significant
Air Quality			
Construction of the Proposed Project would involve the use of diesel and gasoline-fired mobile construction equipment and would cause a temporary increase in air pollutant emissions. During project operations, emissions from the gasoline station and an increase in traffic, both from the customer-base and from delivery trucks, would result in an increase in local air pollutants.	Potentially Significant	<p>The following mitigation measures are recommended as best management practices (BMPs) during construction of the Proposed Project to reduce tailpipe exhaust emissions of CO, NO_x, SO_x, PM₁₀, and fugitive dust from earth moving and other vehicular activities on unpaved surfaces.</p> <p><i>Construction:</i></p> <ol style="list-style-type: none"> 1. On-road trucks and other mobile equipment shall be properly tuned and maintained to manufacturers' specifications to ensure minimum emissions under normal operations. 2. Water or chemical dust suppressants shall be applied to unstabilized disturbed areas and/or unpaved roadways in sufficient quantity and frequency to maintain a stabilized surface, but no less than twice daily. 3. Vehicle speeds on unpaved areas shall be limited to 15 miles per hour. Said speed limit shall be posted at site entrances. 	Significant as to NO _x construction emissions, Less than Significant for all other impacts

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		<p>4. Soil and mud shall be removed from vehicles with a wheel washer, or manually wash off vehicle wheels and undercarriage prior to entering paved streets; or promptly remove any visible particulate matter from paved streets onto which such material has been deposited (See MDAQMD Rule 403 Fugitive Dust)</p> <p><i>Operation:</i></p> <p>No mitigation measures are required during operations, but by Wal-Mart store policy, diesel delivery trucks shall not run at idle while loading or unloading merchandise. Truck engine idling time shall be limited to ten minutes, with the exception of individual trailer-mounted refrigeration units used on grocery delivery trucks.</p>	
Biological Resources			
Implementation of the Proposed Project would result in a clearing of vegetation onsite. No special-status species were observed and none are expected due to a lack of suitable habitat to support these species. There are trees adjacent to the project site, no riparian or other sensitive habitats were identified on site, nor are Waters of the US present. The Proposed Project will not substantially interfere with the movement of any species, nor will it conflict with any local policies or ordinances. However, a row of trees along I-10 may contain raptors that could be impacted by the project..	Potentially Significant	In order to avoid impacts to raptors, a qualified biologist shall conduct a field survey of the trees adjacent to the I-10 freeway prior to construction and make recommendations for avoidance, if needed.	Less than Significant

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Cultural Resources			
Literature review, examination of historic maps, and field survey identified no cultural resources within the project area. The property has been heavily disturbed by grading and discing to a depth of at least 12 inches. Because no cultural resources were identified, no impacts would occur. However, in the case that buried cultural materials are encountered during grading, monitoring during construction is recommended:	Potentially Significant	1. A qualified archaeologist shall monitor the development area during the grading process. In the event that unanticipated cultural resources are encountered during the Proposed Project’s construction, all earthmoving activity in the vicinity of the find shall cease until inspected by a qualified archaeologist. The archaeologist shall examine the finds, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate impacts to the cultural resources encountered.	Less Than Significant
Geology / Soils			
Development of the Proposed Project may expose the structure to seismic ground shaking. This could be a potentially significant impact. Other geologic hazards, including fault ruptures, liquefaction, seismically induced flooding, and landslides, are considered low or negligible at the Proposed Project site. Therefore, potential impacts associated with these conditions are considered less than significant. Development of the Proposed Project may expose the soil to wind and rain erosion. This could be a potentially significant impact. Construction of the Proposed Project would result in surface disturbances and removal of vegetation and topsoils, leading to increased potential of soil erosion. Sedimentation into local water bodies would likely increase if disturbed soils were left exposed during winter, early spring, and summer storm events.	Potentially Significant	1. Structures on the site shall be designed in accordance with the latest edition of the CBC. To conform with these provision, the minimum seismic design should comply with the 2001 CBC, Chapter 16 (cited figures and tables in the code) using the following seismic coefficients: Seismic Zone: 3 Figure 16-2 Seismic Zone Factor, 0.3 Table 16-I A Soil Profile Type SD Table 16-J Seismic Coefficient, 0.36 Table 16-Q Ca Seismic Coefficient, 0.54 Table 16-R Cv 2. The following preventative measures shall be implemented to minimize wind and water erosion onsite: <ul style="list-style-type: none">Dust control measures shall be incorporated into the site grading plans. Site grading shall be in strict	Less than Significant

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<p>Some soils on the site will require conditioning to reduce settlement from static loading prior to construction of structures on the site. Additionally, the Proposed Project would require the import of approximately 136,500 cubic yards of imported fill dirt. This fill is needed to raise the overall elevation of the site and will be subject to the mitigation measures provided below.</p> <p>Existing onsite soils have a moderate sulfate ion and a high chloride ion concentration. This could result in a weakening of the cement and reinforced steel used to construct the Proposed Project facilities. This could be a potentially significant impact.</p> <p>Corrosion presents a potential severe consequence for metal loss from electrochemical corrosion process. Corrosion protection of steel can be achieved by using epoxy corrosion inhibitors, asphalt coatings, cathodic protection, and/or encapsulation with densely consolidate concrete. This is a potentially significant impact.</p>		<p>compliance with the requirements of the Mojave Desert Air Quality Management District (MDAQMD).</p> <ul style="list-style-type: none"> • Surface disturbance shall be kept to a minimum that is required to construct and operate the Proposed Project. • The Proposed Project shall be designed and constructed with erosion control features to control or minimize runoff and to protect areas susceptible to erosion from surface flow or wind. • All excavation and grading work should be scheduled in dry weather months, or the construction site will be weatherized to withstand or avoid erosion. • Stockpiles of excavated soils shall be covered with secured tarps or plastic sheeting. • Drainage control structures will be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water bars (berms and cross ditches), and/or sediment traps. • A StormWater Pollution Prevention Plan (SWPPP), incorporating the use of Best Management Practices (BMPs) for erosion control, shall be developed and implemented in accordance with the California Stormwater National Pollution Discharge Elimination System (NPDES) permit program. Under California regulations, SWPPP are required for construction site of one acre or more. 	

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		<ul style="list-style-type: none"> • Inform all construction personnel (before they are allowed to work on the Proposed Project) of environmental concerns, pertinent laws and regulations, and elements of the erosion control plan and SWPPP. This could be presented in a multi-hour environmental training for project management and general foreman, and a short environmental training class for construction personnel. <p>The soils in the building area shall be recompacted. The existing surface soils within the building pad and foundation areas should be over-excavated to minimum of three (3) feet below existing grade or a minimum of two (2) feet below the footing level (whichever is deeper). The over-excavation should extend for five (5) feet beyond the outer edge of exterior footings. The bottom of the sub-excavation should be scarified, moisture conditioned, and recompacted to at least 90 percent relative compaction (American Society of Testing and Material –ASTM Standard D 1557) for an additional depth of one (1) foot.</p> <ol style="list-style-type: none"> 3. Auxiliary structures such as garden or retaining walls should have the foundation subgrade prepared similar to the building pad recommendations given above. The lateral extent of the over-excavation needs to extend only two (2) feet beyond the face of the footing. 4. In areas to receive fill, pavements, or hardscape, the subgrade should be scarified, moisture conditioned, and compacted to at least 90 percent relative compaction (ASTM D 1557) for a depth of one (1) foot below finished subgrades. Compaction shall be verified by testing. 5. The native soils (except for clay layers) are suitable for use 	

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		<p>as engineered fill and utility trench backfill, provided it is free of significant organic or deleterious matter. The native soil should be placed in maximum eight (8) inch lifts (loose) and compacted to at least 90 percent relative compaction (ASTM D 1557) near its optimum moisture content. Compaction shall be verified by testing.</p> <p>6. Imported fill soils (if needed) should be non-expansive, granular soils meeting the USCS classifications of SM, SP-SM, or SW-SM with a maximum rock size of three (3) inches and 5 to 35 percent passing the No. 200 sieve. The geotechnical engineer should evaluate the import fill soils, before hauling to the site. The imported fill should be placed in lifts no greater than eight (8) inches in loose thickness and compacted to at least 90 relative compaction (ASTM D 1557) near optimum moisture content.</p> <p>7. Positive drainage should be maintained away from the structures (5 percent for 5 feet minimum) to prevent ponding and subsequent saturation of the foundation soils. Gutters and downspouts should be considered as a means to convey water away from foundations if adequate drainage is not provided. Drainage should be maintained for paved areas. Water should not pond on or near paved areas.</p> <p>8. A qualified corrosion engineer shall be consulted to evaluate the potential corrosivity of the soil and to recommend methods for protecting metal and concrete. These recommendations shall be made part of the building permit conditions for the Proposed Project</p>	

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Hydrology / Drainage / Water Quality			
<p>The Proposed Project site would contribute 1,411,574 square feet of surface drainage to the regional basin. The 100-year 24-hour design storm would generate about 156,000 cubic feet (CF) of runoff. Approximately 1,219,174 square feet of the site would be impervious surface and the balance landscaped (The Holt Group 2004).</p> <p>Implementation of the Proposed Project would result in an increase of up to 86% in impervious surface area on the site. The increase in impervious surface area would result in an increase stormwater runoff. To address this issue, an onsite stormwater retention basin has been included as a project design feature.</p> <p>Stormwater generated from the Proposed Project site would be discharged to a proposed on-site storm water retention basin. This basin will allow the runoff to sheet flow along the proposed parking lot in a north-south direction and enter the retention basin via a series of inlet structures with hydrocarbon filters located along the outer perimeter of the retention basin.</p> <p>The total runoff volume of a 100-year 24-hour storm event generated by the Proposed Project site is calculated at 387,071 cubic feet (CF) per day. Stormwater generated at the project site would be discharged into the on-site storm water retention basin with a design capacity calculated at 389,774 CF, or 2,703 CF over required capacity.</p> <p>Runoff from the proposed parking lots would have the potential to degrade water quality due to small amounts of hydrocarbons associated with vehicle-related fluids. No</p>	Potentially Significant	<p>1. The developer shall prepare and submit a SWPPP to the City of Blythe. The SWPPP shall include a requirement to include hydrocarbon filters along the perimeter of the retention basin. The SWPPP must be prepared by a licensed engineer, hydrologist or erosion control specialist and shall be reviewed by the City with the Grading Plan prior to issuance of a Grading Permit. The SWPPP shall be available onsite at all times for review by the City and RWQCB inspectors.</p> <p>2. A Phase II Site Investigation has been prepared for this site by the current property owner. The preliminary results of the Phase II indicate that no up-gradient contamination has migrated under the proposed project site. All recommendations in the Phase II shall be implemented in accordance with law and a “No Further Action” letter shall be provided to the City when obtained from the appropriate county or state agency</p>	Less than Significant

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<p>storage or drainage of chemicals or hazardous wastes to the storm drain system would be allowed.</p> <p>A Phase II Site Investigation has been prepared for this site by the current property owner. The preliminary results of the Phase II indicate that no up-gradient contamination has migrated under the proposed project site.</p> <p>The potential exists for site construction and grading to result in erosion or siltation on and off-site. Any construction project that clears and grades over five acres of undisturbed or vegetated land must obtain coverage under the NPDES General Permit, which requires the preparation of a Storm Water Pollution Prevention Protection Plan (SWPPP) and Monitoring Program, which would include BMPs to prevent construction pollutants from coming into contact with receiving waters, minimize onsite erosion and prevent off-site siltation. Preparation of the SWPPP is required prior to any site preparation, grading or construction.</p>			
Land Use and Planning			
<p>The Project site is zoned C-G. The Project does not propose any changes to the existing zoning designation. The Proposed Project is an allowed use based on the City's General Plan and Zoning Ordinance and would be compatible with the surrounding commercial uses. It would not physically divide the community or displace existing, developing, or approved urban/industrial buildings or activities.</p>	Not Significant	None required	Not Significant

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Short-term construction-related impacts on surrounding land uses are related to dust, noise and disruption of traffic flow and facility access and egress. Mitigation measures in the Air Quality and Traffic sections would reduce offsite construction effects.			
Noise			
<p>Construction noise levels would exceed current levels and be noticeable by residents directly to the west of the Proposed Project. Proposed Project related activities likely to result in the highest impacts include site grading and the construction of the western portion of the Wal-Mart Supercenter building, detention basin development, and parking lot paving operations. Although construction noise is short-term, mitigation measures will be required to reduce impacts from these facilities to less-than-significant.</p> <p>Impacts from daytime truck operations are not anticipated. However, there may be periods during nighttime truck deliveries that could result in a noticeable noise increase at nearby noise sensitive receptors. Therefore, mitigation measures will be required for nighttime truck deliveries.</p> <p>Construction or operation of the Proposed Project could result in an increase in groundborne vibration or groundborne noise levels. This could be a potentially significant impact.</p> <p>Traffic noise generated during operation of the Proposed Project would increase and result in increased noise levels at sensitive receptors. This could be a potentially significant impact.</p>	Potentially Significant	<p>Short-Term Construction Phase</p> <ol style="list-style-type: none"> 1. Temporary noise walls shall be erected along the westerly Property line, prior to the initiation of grading on the site. Fill dirt shall be brought in for compaction purposes as necessary, and construction of the 8-foot wall shall be completed prior to the start of construction of the first structure on the site. 2. Construction activities shall be limited to a schedule of 7 a.m. to 7 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday. No construction activities shall be allowed on Sunday. 3. Construction equipment shall be equipped with manufacturer recommended mufflers or equivalent. 4. Equipment engine covers shall be maintained on the apparatus as designed by the manufacturer. 5. Construction equipment shall be turned off when not in use. 6. Equipment used for project construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. 7. External jackets on the tools should be used where feasible. Quieter procedures shall be used such as drilling rather than impact 	Less than Significant

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Operation of the Proposed Project, specifically the Wal-Mart Supercenter, would result in an increase in traffic to the site. Most of the increase in traffic to the site would be from I-10. However, added traffic on I-10 would not change existing noise levels by noticeable amounts. Local traffic along Hobsonway will increase but the increase will generate noise levels less than 1 dBA, which is below the threshold of significance criteria.</p> <p>A gasoline station is proposed near the corner of Intake Boulevard and Hobsonway, approximately 1,000 feet from the nearest noise sensitive receptor. Therefore, traffic related noises associated with gasoline station operations would be less-than-significant.</p> <p>Proposed operation of the Wal-Mart Supercenter would occur 7-days per week and 24-hours per day. Noise would not be a significant impact during daytime periods. Operation of the store during late evening and nighttime periods could generate elevated noise levels as a result of traffic and other human activities in front of the store.</p> <p>Delivery vehicles (e.g., large diesel truck) to the Wal-Mart store using Entrance No. 1 could result in an increase in noise levels to nearby noise sensitive receptors. This could be a potentially significant impact.</p> <p>Store delivery by trucks is periodic and does not represent a significant noise source during the daytime. Nighttime deliveries could represent a periodic elevated noise source to adjacent residences along the western property line. An 8-foot concrete block wall would be located along the western property line. This would reduce the line-of-site noise levels to these noise sensitive receptors, and result in a noise attenuation of approximately 15 dBA.</p>		<p>equipment whenever possible.</p> <ol style="list-style-type: none"> 8. Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing sensitive receptors, they shall be adequately muffled and enclosed within temporary sheds or portable sound blankets used. 9. Heavy equipment activities adjacent to residences shall be limited to the minimal period required to complete the task. <p>Long Term Operation</p> <ol style="list-style-type: none"> 1. If Lots 2A and 2B are entitled for the development of fast food restaurants, limited hours of operation shall be imposed as a condition of approval to minimize noise impacts to sensitive receptors, as necessary. A noise study shall be submitted to confirm the appropriate operating hour limitations. 2. Truck deliveries shall be restricted to 5:00 a.m. to 10:00 p.m. Monday through Friday and weekend deliveries to 8:00 a.m. to 5:00 p.m. whenever possible. 3. Loud off-loading equipment should not be used outside during evening and nighttime operations along the western side of the Wal-Mart Supercenter building. 4. The loading dock at the southwestern corner of the building shall be below grade and equipped with a noise barrier along its western side. 5. Trucks and other off-loading equipment shall turn off their engines when parked or not in operation. 	

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Public Health and Safety / Hazardous Materials			
<p>Due to the historical use of the property, as an airstrip, for agricultural uses, contamination of soils and/or groundwater could create potential exposure for workers and the public to hazardous materials. This is a potentially significant impact.</p> <p>Use of hazardous materials for construction would create the potential for exposure of workers and the public, and could result in a potential health and safety hazard. This could be a potentially significant impact.</p> <p>Impacts would also be associated with the transportation, storage, use, and disposal of hazardous substances during construction and operation. This could be a potentially significant impact.</p>	Potentially Significant	<ol style="list-style-type: none"> 1. Prior to issuance of grading permits, the Project Developer shall provide the City with a copy of the relevant clearance(s), including a "No Further Action" letter from the DTSC for the remediation work indicating that all remediation activities have been satisfactorily completed. 2. The Project Developer, General Contractor, and/or an assigned Health and Safety Officer (H&SO) shall provide training to grading, trenching, and excavation personnel regarding identification protocols for encountering any residual contamination. All suspected area(s) identified by construction workers shall be reported to the proper on-site assigned representative immediately. All work at the identified location shall be stopped until a qualified professional evaluates the suspected contamination area. 3. A qualified professional shall be available to respond to suspected contamination at the site if found. The credentials of the qualified professional or company shall be submitted to the City for review and approval prior to commencing work at the proposed Project site. It shall be the responsibility of the qualified professional to evaluate all suspected contaminated areas identified by contracting personnel. The evaluation shall include, but not be limited to, making a professional judgment, taking soil samples for analyses, and/or using portable instruments. The qualified professional or company shall provide a written evaluation and actions to be taken (if required) to the Proposed Project on-site representative. The Proposed Project on-site representative shall implement all action(s) recommended by the qualified professional or company. Additionally, the Proposed Project on-site representative shall notify and provide the City with the written evaluation for each 	Less than Significant

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>event.</p> <p>4. The Project Developer shall be required to use only clean fill material. The Construction General Contractor assigned H&SO will examine the source of the fill dirt used at the site. The H&SO will analyze soil samples if he/she suspects contamination is present in the fill soils. The fill material will be rejected if contaminants are present.</p>	
Public Services and Utilities			
<p>The Proposed Project will not substantially increase the demand for fire protection services within the City of Blythe. Sufficient staff is available to facilitate this Project without an increase in response time. Therefore, no adverse impacts to fire protection service are anticipated.</p> <p>The Proposed Project may have a potentially significant impact on police enforcement. The City of Blythe Police Chief stated that the applicant's strict policy on shoplifting could require additional law enforcement services at the Project site.</p> <p>The Proposed Project would not increase the population of the City of Blythe therefore the project would not create additional demand for schools. Therefore, no adverse impacts to school services are anticipated.</p> <p>Development of the proposed project with new commercial uses would significantly increase the demand for City water. The increased demand for potable water can be mitigated by the collection of water impact fees.</p> <p>An increase in natural gas and electricity use would occur as a result of the Proposed Project. However, there is</p>	Potentially Significant	<p>1. To maintain an adequate level of police services in the City of Blythe, the Developer shall provide the City with a deposit that would be adequate to support the short-term hiring of one additional full-time police officer for a maximum duration of five years. After the initial year, the City will re-evaluate the need, on an annual basis, for the Developer to continue funding one full-time police officer based on the incidence rate at the Proposed Project and existing police service levels.</p>	Less than Significant

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<p>sufficient natural gas and electricity to support this project and no adverse impacts will occur to other water users in the area.</p> <p>The Proposed Project would increase the amount of sewage to the South Intake Boulevard pipeline and lift station. This projected flow is within the capacity of the existing City of Blythe Advanced Secondary Wastewater Treatment Facility.</p>			
Socioeconomics			
The development and operation of this project would not result in the closure and long-term vacancy of any existing retailers that compete for retail sales, feed sales, and gasoline sales.	Potentially Significant	No mitigation measures are required because no significant impacts have been identified.	Not Significant
Traffic			
<p>Level of Service with Proposed Development For existing plus ambient growth plus project traffic for the full access and restricted access scenarios, intersections are projected to operate at acceptable LOS with installation of warranted traffic signals.</p> <p>Level of Service with Proposed Development and Cumulative Development Full Access For existing plus ambient growth plus project plus cumulative traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:</p> <p>7th Street at:</p> <ul style="list-style-type: none"> I-10 Freeway East Bound Ramps (EW) 	Potentially Significant	<p>Traffic Signal Warrants Traffic signal warrants have been evaluated for both the full access and restricted access scenarios and are required as follows:</p> <p>Full Access For existing plus ambient plus project traffic conditions, traffic signals are warranted at the following study area intersections for the full access scenario:</p> <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Hobsonway (EW) Project Driveway 4 (EW) I-10 Freeway West Bound Ramps (EW) I-10 Freeway East Bound Ramps <p>For existing plus ambient plus project plus cumulative traffic</p>	Less Than Significant

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Project Access (NS) at:</p> <ul style="list-style-type: none"> Hobsonway (EW) <p>Intake Blvd (U.S. 95) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) Hobsonway I-10 Freeway East Bound Ramps I-10 Freeway West Bound Ramps <p>Restricted Access For existing plus ambient growth plus project plus cumulative traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during peak hours without improvements:</p> <p>7th Street (NS) at:</p> <ul style="list-style-type: none"> I-10 Freeway East Bound Ramps (EW) <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) Hobsonway (EW) I-10 Freeway East Bound Ramps (EW) I-10 Freeway West Bound Ramps <p>Level of Service Year 2030 without Proposed Project For year 2030 without project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during peak hours without improvements:</p>		<p>conditions, traffic signals are warranted at the following study area intersections:</p> <p>7th Street (NS) at:</p> <ul style="list-style-type: none"> 14th Avenue (EW) I-10 Freeway West Bound Ramps (EW) I-10 Freeway East Bound Ramps (EW) <p>Project Access 2 (NS) at:</p> <ul style="list-style-type: none"> Hobsonway <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) 14th Avenue (EW) <p>Restricted Access For existing plus ambient plus project traffic conditions, traffic signals are projected to be warranted at the following study area intersections:</p> <p>Project Driveway 2 (NS) at:</p> <ul style="list-style-type: none"> Hobsonway <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Hobsonway (EW) I-10 Freeway West Bound Ramps (EW) <p>For existing plus ambient plus project plus cumulative traffic conditions, traffic signals are warranted at the following study area intersections:</p> <p>7th Street (NS) at:</p> <ul style="list-style-type: none"> 14th Avenue (EW) 	

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>7th Street (NS) at:</p> <ul style="list-style-type: none"> I-10 Freeway East Bound Ramps (EW) I-10 Freeway West Bound Ramps (EW) <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) Hobsonway (EW) I-10 Freeway East Bound Ramps (EW) I-10 Freeway West Bound Ramps (NS) <p>Level of Service Year 2030 with Proposed Development For Year 2030 with project conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours without improvements:</p> <p>Full Access and Restricted Access 7th Street (NS) at:</p> <ul style="list-style-type: none"> I-10 Freeway East Bound Ramps (EW) I-10 Freeway West Bound Ramps (EW) <p>Project Access 2 (NS) at:</p> <ul style="list-style-type: none"> Hobsonway <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) Hobsonway (EW) I-10 Freeway East Bound Ramps (EW) I-10 Freeway West Bound Ramps (EW) 		<ul style="list-style-type: none"> I-10 Freeway West Bound Ramps (EW) I-10 Freeway East Bound Ramps (EW) <p>Intake Boulevard (NS) at:</p> <ul style="list-style-type: none"> Chanslor Way (EW) I-10 East Bound Ramps (EW) 14th Avenue (EW) <p>Circulation Recommendations</p> <p>Full Access and Restricted Access</p> <ul style="list-style-type: none"> Construct Hobsonway at its ultimate half section as an Arterial from the westerly project boundary to the easterly project boundary. Construct Intake Boulevard (U.S. 95) at its ultimate half section width as an Arterial from the northerly project boundary to the southerly project boundary. Construct a traffic signal at the intersection of Project Access 2 and Hobsonway in conjunction with the development. Construct a traffic signal at the intersection of Intake Boulevard (U.S. 95) and Hobsonway in conjunction with the development. Construct a minimum 150-foot westbound left turn lane at the intersection of Project Access 1 and Hobsonway. Construct a minimum 150-foot eastbound right turn lane at the intersections of Project Access 1/Hobsonway, Project Access 2/Hobsonway, and Project Access 3/Hobsonway. Construct a minimum 150-foot westbound left turn lane at the intersection of Project Access 2 and Hobsonway. 	

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Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Restrict Project Access 3 to be right in/out only with the installation of a raised median. • Construct a minimum 150-foot eastbound right turn lane at the intersection of Project Access 3 and Hobsonway. • Construct a minimum 150-foot southbound right turn lane at the intersection of Intake Boulevard (U.S. 95) and Project Access 4. • Traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project site. • Sight distance at each project access roadway should be reviewed with respect to standard Caltrans/City of Blythe sight distance standards at the time of final grading, landscape, and street improvements. <p>Full Access Scenario Only</p> <ul style="list-style-type: none"> • Construct a traffic signal at the intersection of Project Driveway 4 and Intake Boulevard (U.S. 95) in conjunction with the development. • Construct a minimum 250-foot dual northbound left turn lane at the intersection of Project Driveway 4 and Intake Boulevard in conjunction with the development. <p>Restricted Access Scenario Only</p> <ul style="list-style-type: none"> • Restrict Project Access 4 to be right in/right out with the installation of a raised channelized median. 	